

DISTRICT 6 TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

September 17-18, 2014

The Idaho Transportation Board met at 8:30 AM, on Wednesday, September 17, 2014, in Idaho Falls, Idaho. The following principals were present:

- Jim Coleman, Vice Chairman – District 1
- Janice B. Vassar, Member – District 2
- Julie DeLorenzo, Member – District 3
- Jim Kempton, Member – District 4
- Dwight Horsch, Member – District 5
- Lee Gagner, Member – District 6
- Brian W. Ness, Director
- Scott Stokes, Chief Deputy
- Larry Allen, Lead Deputy Attorney General
- Sue S. Higgins, Executive Assistant and Secretary to the Board

District 6 Tour. The Board traveled north on US-20. District 6 staff reported on various projects and activities in the corridor. The Board had an informal luncheon with the Montana Transportation Commission in West Yellowstone, Montana.

Joint Meeting with Montana Transportation Commission. Vice Chairman Coleman relayed Chairman Jerry Whitehead's regrets for missing the meeting. Vice Chairman Coleman and Member Kempton elaborated on increasing the speed limit on Idaho's interstates to 80 miles per hour and the history on and process to allow 129,000 pound vehicles on the state highway system. Some discussion was also held on Congressional efforts to allow 129,000 pound weights on Idaho's interstate system.

Other topics of discussion included the Board's structure and responsibilities, overlegal loads, train traffic, and the Disadvantaged Business Enterprise program. It was also noted that the two departments have an excellent working relationship.

The joint session ended at 2:35 PM. The Board traveled south on US-20 to Harriman State Park in the Island Park vicinity.

WHEREUPON the tour recessed at 3:35 PM.

September 18, 2014

The Board reconvened at 8:00 AM on Thursday, September 18, 2014, at Harriman State Park. All members were present except Chairman Whitehead. Vice Chairman Coleman presided.

Board Minutes. Member Gagner made a motion to approve the minutes of the regular Board meeting held on August 20-21, 2014 as submitted. Member Vassar seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:

- October 15, 2014 – Boise
- November 12-13, 2014 – Boise
- December 17-18, 2014 – Boise

Vice Chairman Coleman welcomed Senator Brent Hill and Representative Paul Romrell to the meeting.

Consent Items. Member Vassar made a motion, seconded by Member Horsch, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB14-34

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of the FY14 On-the-Job-Training/Supportive Services Heavy Equipment Operator Training project to the Program.

1) Add FY14 On-the-Job-Training/Supportive Services Heavy Equipment Operator Training Project to the Program. The Department received \$63,347 in federal funds for On-the Job-Training/Supportive Services to identify and train heavy equipment operators. During the training, the participants will be placed with regional construction companies working on Idaho highway projects. Staff requested the addition of the FY14 On-the-Job/ Supportive Services Heavy Equipment Operator Training project in the amount of \$63,347 and to amend the Statewide Transportation Improvement Program (STIP) accordingly.

Informational Items. 1) Monthly Financial Statements and Program Obligations. Net obligations through August 31 totaled \$301.5 million. Of those obligations, \$277.5 million were for activities programmed for 2014. The Program estimated those activities at \$267.2 million.

In July, federal aid to the State Highway Fund totaled \$24.5 million. Revenue from the Highway Distribution Account was 4.3% ahead of the forecast. Miscellaneous revenue and transfers in from the elimination of the ethanol exemption were right on forecast. Personnel expenditures were 7% less than budgeted for FY15. Total expenditures for operations, including encumbrances, and capital equipment were more than forecast. This was a timing issue.

Aviation fuel tax revenue was 2.4% below projections. Miscellaneous revenue to the State Aeronautics Fund was \$6,400 below the forecast. Overall expenditures were more than budgeted, which is due to a timing of expenditures to local airports. To date, \$71,400 in trustee and benefit payments have been made.

2) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). From August 1 to August 31, the BSM Section processed one new professional service agreement in the amount of \$2,500.

3) Contract Awards. Key #13546 – Addison Avenue and Carriage Lane, Twin Falls, District 4. Low bidder: Cache Valley Electric Company - \$344,609.

Key #13997 – SH-27 and SH-77, FY15 District 4 Pavement Preservation. Low bidder: Western Construction, Inc. - \$1,271,794.

Key #9245 – Pleasant Valley Creek Bridge, Clark County, District 6. Low bidder: D L Beck Inc. - \$814,950.

Key #11686 – Pancheri Drive; Bellin Road to Skyline Drive, Idaho Falls, District 6. Low bidder: H-K Contractors, Inc. - \$3,549,178.

4) Professional Services Agreements and Term Agreement Work Tasks Report. From August 1 through August 29, 23 new professional services agreements and work tasks were processed, totaling \$2,873,079. Three supplemental agreements to existing agreements were processed during this period in the amount of \$57,800.

5) Annual Report on Railway-Highway Crossing Program. The Department receives \$250,000 from fuel tax revenues and approximately \$1.5 million in federal funds annually for railway-highway crossing projects, including educating motorists and pedestrians on the safe use of crossings. The goal of the program is to reduce the number and severity of vehicle-train collisions at public railroad crossings. Twelve railroads operate in Idaho with approximately 1,440 public rail-highway crossings. During calendar year 2013, there was one fatality and one serious injury as a result of vehicle-

train collisions.

Director's Report. Director Ness reported on his employee visit to District 6 and the Western Association of State Highway and Transportation Officials' Subcommittee on Highway Transport meeting held in Boise. Idaho received \$500,000 in federal emergency aid for the Middle Fork Boise River Road, which was damaged by heavy rain last month. He recognized various staff members for innovations, partnerships, and commendable performance.

The Director's entire report can be viewed at <http://itd.idaho.gov/Board/report.htm>.

Chief Deputy (CD) Stokes said the Division of Aeronautics conducted six basic training workshops on various topics and has two more scheduled. A Safety Stand-down will be held in October. Pilots are encouraged to not fly that day and to attend a safety seminar in Boise.

Chief Operating Officer (COO) Jim Carpenter said the three expansion projects: US-95, Thorncreek to Moscow; US-95, Council Alternate Route; and US-20, Thornton Interchange are all progressing well and are on schedule. It appears increasing the speed limit on the interstate system to 80 miles per hour has resulted in the 85<sup>th</sup> percentile speed also increasing three to four miles per hour, or to approximately 83 miles per hour.

Chief Administrative Officer (CAO) Char McArthur reported on the obligation authority status and cost-saving efforts. The proposed FY16 budget was submittal to the Governor's Office; however, there are anticipated changes due to the field sobriety legislation, the statewide cost allocation, and changes to the Public Employee Retirement System of Idaho.

Proposed Legislation – 2015 Session. Government Affairs Manager (GAM) Mollie McCarty presented draft legislation for removing wholesale dealers from Idaho Consumer Asset Recovery Fund, commercial learner's permit, commercial learning permits waiting period, vehicle title process clean-up, and motor vehicle liens sales – business process clean-up.

Some discussion followed on the process. GAM McCarty said the legislative concepts were approved in July. Staff presented the draft legislation last month for information to allow sufficient time for review and consideration before seeking approval this month. Vice Chairman Coleman suggested revising the process based on the legislative package, as some years more review and scrutiny may be warranted.

Member Vassar made a motion, seconded by Member Kempton, to approve the following resolution:

RES. NO. WHEREAS, the Office of the Governor of Idaho has requested that state agencies  
ITB14-35 submit proposed 2015 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, the Idaho Transportation Board, at the June and July 2014 meetings, reviewed and approved legislative ideas for submission to DFM; and

WHEREAS, DFM approved all five legislative ideas submitted, authorizing the development of legislative proposals.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves five of the five draft legislation proposals, listed individually below, for submittal to DFM for its consideration:

- Remove Wholesale Dealers from Idaho Consumer Asset Recovery Fund
- Commercial Learner's Permit
- Commercial Learning Permits Waiting Period
- Vehicle Title Process Clean-Up
- Motor Vehicle Liens Sales – Business Process Clean-Up

Member Horsch asked if staff works with stakeholders when it drafts legislation, as it is important for impacted parties

to be informed of legislative proposals. GAM McCarty replied that as a rule, yes, staff contacts stakeholders.

The motion passed unanimously.

Chairman Jerry Whitehead joined the meeting at this time.

Delegation – Idaho State Police (ISP). ISP Lieutenant Colonel Wills requested Board support for a legislative proposal. ISP would like authority to close highways when necessary for the safety of the public. He believes it would address a liability issue.

In response to Member Vassar's question, CD Stokes replied that ITD worked with ISP on the proposal and ITD supports it. He added that the two agencies have developed a good working relationship.

Member Kempton noted that the proposal authorizes closing highways. It does not address re-opening highways. Lieutenant Colonel Wills does not believe that process needs to be identified in legislation. ISP will work with ITD on that. Division of Engineering Products and Plans Administrator (DEPPA) Dave Jones said the incident commander generally re-opens highways. COO Carpenter added that all six district engineers and ISP captains from those districts will be meeting in November to enhance the working relationship and ensure good, continued coordination on transportation issues.

Vice Chairman Coleman thanked Lieutenant Colonel Wills for his presentation and for the good partnership. (See later minute entry.)

FY14 Annual Report. GAM McCarty said Idaho Code requires an annual report to the Governor on the condition, management, and financial condition of the Department. She presented the draft report. The new format is concise and includes ITD's strategic objectives, performance measures, accomplishments, financial information, and trends.

Overall, the Board expressed support for the new format and the content of the report.

ISP's Proposed Legislation (revisited). Member Kempton noted that staff worked with ISP on the proposed legislation presented earlier. He made a motion for the two agencies to jointly submit the legislative proposal authorizing ISP to close highways when deemed necessary for safety purposes. Member Horsch seconded the motion.

Member Gagner expressed concern with taking a position on non-ITD legislation. Member Vassar suggested having staff analyze the proposal before taking action.

GAM McCarty said the next step is for the Governor's Office to act on the legislative request. The Board could postpone action for one month.

The motion passed 3-2.

GARVEE Program Update. Division of Engineering Services Administrator (DESA) Blake Rindlisbacher provided an update on the GARVEE Program. The 2006 through 2011 bond series are completely drawn down and closed. The 2012 Series A bonds are on track for draw down prior to the three-year limit next year, and the 2014 Series A bonds are also being drawn down for the three I-84 interchange projects, which are on schedule. The US-30 projects are being closed out. The US-95 and SH-16 projects are in the final stages of construction and should be completed this fall. The program-wide services are ongoing and under contract through June 2016.

Member Gagner made a motion, seconded by Member DeLorenzo, to approve the proposed resolution.

Member Horsch asked for clarification on the use of federal formula funds for right-of-way acquisition. Controller Dave Tolman explained the intent was to ensure bond proceeds were expended in the required three-year time frame. Member Gagner requested modifying the resolution to clarify the federal formula language. Member DeLorenzo concurred.

The following resolution was approved unanimously:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB14-36 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 directs the Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding; and

WHEREAS, Idaho Code § 40-315 directs the Board to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, Idaho Code § 40-315 authorizes federal-aid debt financing through the issuance of Grant Anticipation Revenue Vehicle (GARVEE) bonds by the Idaho Housing and Finance Association for highway transportation projects; and

WHEREAS, legislative appropriations enacted in 2006, 2007, 2008, 2009, 2010, and 2011 authorized the issuance of GARVEE bonds; and

WHEREAS, the Board is granted the statutory responsibility and duty to allocate GARVEE bond proceeds among legislatively authorized projects, including:

US-95, Garwood to Sagle

US-95, Worley to Setters

SH-16 Extension, I-84 to South Emmett

I-84, Caldwell to Meridian

I-84, Orchard to Isaacs Canyon

US-30, McCammon to Soda Springs.

*NOW THEREFORE BE IT RESOLVED*, that \$81 million federal-aid formula funds have been included in and administered by the GARVEE Transportation Program; and

*BE IT FURTHER RESOLVED*, that the Board approves the GARVEE Program FY15 Working Plan Summary, as shown as Exhibit 449, which is made a part hereof with like effect, a copy of which has been provided to the Board.

DESA Rindlisbacher said Idaho Code requires the Department to submit an annual GARVEE report by September 30. The document summarizes the program, project progress to date, and utilization of funds allocated to the GARVEE Program.

Chairman Whitehead suggested modifying the annual report to include information on the debt service: the annual payment amount and the length of those payments.

Vice Chairman Coleman made a motion, seconded by Member Gagner, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB14-37 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 includes a legislative reporting requirement wherein the GARVEE Transportation Program submits an annual update on the status of highway transportation projects being constructed with bond financing.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the 2014 GARVEE Transportation Program Annual Report, which is on file in the GARVEE Program Office, and in turn directs staff to publish and submit the report to the legislature.

Toward Zero Deaths Presentation. CD Stokes acknowledged that some people may not believe the goal of zero highway fatalities in Idaho is realistic. However, he noted that there have been some successes. Thanks to ITD's partnerships, five counties reported zero fatalities last year. Three of those counties are in District 6: Butte, Madison, and Teton. The other two counties are Camas and Lewis. Member Gagner congratulated ISP and the District 6 local law enforcement agencies for their success and for their efforts. He presented certificates to the law enforcement officers commending this accomplishment.

Recommended FY15-19 Idaho Transportation Improvement Program (ITIP). John Krause, Transportation Investments Manager (TIM), presented the recommended FY15-19 ITIP. He noted changes to the Program since the draft was presented in June. The anticipated federal funding was reduced in out years, resulting in the delay of some projects. The average available funding is \$316.4 million per year, while about \$321.3 million is programmed for projects each year. Upon approval of the ITIP, staff will ensure that the metropolitan planning organizations' Transportation Improvement Programs are mirrored in the document and then submit it to the Federal Highway Administration (FHWA), Federal Transit Administration, and the Environmental Protection Agency for approval.

Public Involvement Coordinator (PIC) Adam Rush summarized the public involvement process. During the July 1 through August 1 comment period, 13 comments were received on a variety of projects. He mentioned a new, interactive on-line tool that was developed to enhance the public's opportunity to submit comments.

Chairman Whitehead thanked TIM Krause and PIC Rush for the presentation.

Vice Chairman Coleman made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO.        WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-38        to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment  
                         Program (ITIP); and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the 2013 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation act requires that a fiscally constrained list of projects covering a four-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, the Divisions of Highways, Transportation Performance, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY15-19 ITIP; and

WHEREAS, the Recommended FY15-19 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY15-19 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Recommended FY15-19 ITIP, which is on file in the Office of Transportation Investments; and

*BE IT FURTHER RESOLVED*, that staff is authorized to submit the federal format of the Recommended FY15-19 ITIP for federal approval in accordance with the provisions of MAP-21.

District 6 Public Transportation Advisory Council Annual Update. District 6 Mobility Manager Jeff Osgood reported on the public transit services provided in the region. A condition assessment of Targhee Regional Public Transit Authority (TRPTA) recommended forming an emergency management team to conduct numerous tasks, including long-term financial planning and board training. Due to a re-organization and personnel changes, that project has been delayed. START Bus, which operates weekday intercity service from Teton Valley to Jackson, Wyoming, saw a 10% year-over-year ridership increase since 2009. Discussions are underway on the need to expand the service. A new service provider was established in Salmon. It is currently operating under a memorandum of agreement with TRPTA on a transition plan.

Mr. Osgood said the Area Agency on Aging identified transportation for rural seniors as a significant challenge. It created a pilot program with TRPTA to provide vouchers to allow citizens over the age of 60 to ride fare-free on TRPTA buses. It hopes to expand that program outside of Idaho Falls. Expanding START Bus service and creating a fixed-route service in Rexburg are desirable; however, there is insufficient funding for the District's needs.

Member Gagner thanked Mr. Osgood for the informative report and for his efforts to address the region's transit issues.

Additional 129,000 Pound Designated Routes in District 2. DEPPA/Chief Engineer (CE) Jones said two requests to designate routes up to 129,000 pounds have been received in District 2: US-95, milepost (MP) 240.27 to 312 and US-12, MP 3 to 1.49. The analyses have been completed, with the Division of Motor Vehicles (DMV), the Bridge Section, and District 2 concurring that both routes can accommodate the request. Of the 14 comments received on the routes, 9 were in support of designating the routes for vehicles up to 129,000 pounds, 2 comments were neutral, and 3 were in opposition. DEPPA/CE Jones said the Board Subcommittee on 129,000 Pound Truck Routes approved his recommendation to approve both routes at its August 25 meeting.

Member Vassar believes some of the negative comments were from local officials who didn't fully understand the process. She believes their concerns have been addressed.

Member Vassar made a motion, seconded by Member Horsch, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB14-39 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000  
pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received two requests for 129,000 pound routes in District 2: US-95, Milepost (MP) 240.27 to 312.0 and US-12, MP 3 to 1.49; and

WHEREAS, the Chief Engineer and ITD staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 14 comments were received with nine in support, two were neutral, and three were adversarial on the two specific routes; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on August 25, 2014, with a recommendation to approve both routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the two route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and

recommendations to the full Board at the regularly scheduled Board meeting of September 2014.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on the US-95, MP 240.27 to 312.0 and US-12, MP 3 to 1.49 routes, and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the two referenced route requests in District 2.

Additional 129,000 Pound Designated Route in District 3. DEPPA/CE Jones said a request to designate SH-55 from MP 10.61 to 16.76 in District 3 as a 129,000 pound route has been received. The analyses have been completed, with DMV, the Bridge Section, and District 3 concurring that the route can accommodate the request. Four comments were received on the route, all in support of designating it for permitted vehicles up to 129,000 pounds. The Board Subcommittee on 129,000 Pound Truck Routes passed a motion approving the route at its August 25 meeting.

Member DeLorenzo made a motion to approve the following resolution. Vice Chairman Coleman seconded the motion.

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB14-40 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: SH-55, Milepost (MP) 10.61 to 16.76; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analysis of the route; and

WHEREAS, upon completion of the engineering and safety analysis, a 30-day public comment period was held, including an opportunity for verbal testimony, and four comments were received with all comments in support of designating the route for vehicles up to 129,000 pounds; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on August 25, 2014, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analysis and recommendation to the full Board at the regularly scheduled Board meeting of September 2014.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the SH-55, MP 10.61 to 16.76 route, and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3.

Member Kempton noted that a portion of the route is in poor condition; however, due to additional axles on 129,000 pound vehicle combinations, they will not cause more damage to the road. There are no plans to improve this section of SH-55. He encouraged staff to consider commercial corridors when programming projects. He understands the inadequate funding for all of the state's needs, but believes commercial corridors should be given a higher priority.

The motion passed unanimously.

Add Middle Fork Boise River Road, Elmore County to the STIP. DESA Rindlisbacher said heavy rain and flashfloods last month damaged the Middle Fork Boise River Road in Elmore County. Atlanta Highway District and Elmore County do not have money to repair it. Last week ITD was awarded \$500,000 in FHWA Quick Release funds for emergency repairs. The temporary repairs are estimated to cost more than \$700,000, with the permanent restoration estimated at \$1,500,000.

Local Highway Technical Assistance Council (LHTAC) Administrator Lance Holmstrom expressed appreciation to ITD and FHWA for its partnership on this project. In response to Chairman Whitehead's question on the additional funding source to repair the road, Administrator Holmstrom said \$100,000 is available from LHTAC's emergency fund. The Surface Transportation Program may also be a funding source; however, he hopes additional federal emergency funds will be secured for the permanent improvements.

FHWA Idaho Division Administrator Pete Hartman added that the \$500,000 is from the Quick Release program to provide immediate assistance. He believes emergency funds will be allocated for the permanent repairs.

Member Gagner made a motion, seconded by Member DeLorenzo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-41 to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, heavy rainfall and subsequent flash flooding in August 2014 resulted in extensive damage to the Middle Fork Boise River Road in Elmore County, rendering it impassable; and

WHEREAS, the cost of temporary repairs to the flooded area met the threshold for Federal Emergency Relief funding and a disaster was declared by the Governor of the State of Idaho so the repairs are eligible for Federal Emergency Relief funding; and

WHEREAS, the temporary repairs are estimated at \$700,000 and the permanent repairs are estimated at \$1,500,000; and

WHEREAS, ITD received notification of Emergency Release funds of \$500,000.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of STC-3809, Middle Fork Boise River Road, Elmore County for \$500,000 in emergency funding.

Executive Session on Personnel and Legal Issues. Member Gagner made a motion to meet in executive session at 11:10 AM to discuss personnel and legal issues as authorized in Idaho Code Section 67-2345(a) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 2:20 PM.

District 6 Report. District 6 Engineer (DE) Kimbol Allen expressed appreciation to DE5 Ed Bala and District 6 Engineering Manager Karen Hiatt for their assistance during his transition as district engineer. He reported on some of the District's activities and performance measures. Four percent of the district's pavements are deficient. Its winter storm deicing was significantly effective 78% of the time. Almost 60% of the time, mobility was not impacted during a winter event, which exceeded the goal of 55% of the time. He noted that 950 of the state's 3,600 winter events this past

year occurred in District 6.

DE Allen said efforts are continuing to improve the culture. District 6 employees reported high job satisfaction, mainly due to the variety of work. He noted that improvements are needed in the employee involvement category: making employees feel like their ideas matter. He also mentioned several accomplishments, including the satisfactory outcome of a contract claim, an employee intervening when he came upon an impaired motorist, and the innovation used on the Del Rio bridge project.

The Board commended DE Kimbol for his report and efforts.

Policy Introduction. DESA Rindlisbacher requested changes to Board Policy 4011 Idaho Transportation Investment Program. The main revisions enable staff to get projects out faster for construction and address redistribution of obligation authority.

Member DeLorenzo referenced a recent letter from the Community Planning Association of Southwest Idaho (COMPASS). DESA Rindlisbacher believes COMPASS's concerns have been addressed in the policy, as it states that the STIP must be developed in cooperation with metropolitan planning organizations.

Member Gagner made a motion, seconded by Member Vassar, and passed unopposed, to approve revisions to 4011 Idaho Transportation Investment Program.

DESA Rindlisbacher said more significant changes were made to the corresponding administrative policy, 5011. In addition to the revisions proposed to 4011, language addressing the project delivery process was added, including ensuring the current year's and next year's projects are ready for advertising, the program is within budget, and savings are to be grouped and directed to construction or development cost increases.

Chairman Whitehead asked if this policy applies to local highway jurisdictions. DESA Rindlisbacher replied in the affirmative.

Member Kempton made a motion, seconded by Member DeLorenzo, and passed unopposed, to accept Administrative Policy 5011 Idaho Transportation Investment Program.

DESA Rindlisbacher proposed combining Administrative Policy A-12-04 Traffic Control and Temporary Traffic Control Certification During Construction, Maintenance, Utility, or Private Development Operations and A-12-17, Work Area Traffic Control Certification into 5530 Temporary Traffic Control and Temporary Traffic Control Certification.

Without objection, the Board concurred with 5530 Temporary Traffic Control and Temporary Traffic Control Certification.

A purpose statement and legal authority are being added to Administrative Policy 5531 Use of Median Crossovers on Interstates and Divided Highways, formerly A-12-19, according to DESA Rindlisbacher. Other revisions include clarifying language and stating that signing will be in accordance with the Traffic Manual.

Member Kempton made a motion to accept 5531 Use of Median Crossovers on Interstates and Divided Highways. Member Gagner seconded the motion and it passed unopposed.

DEPPA Jones recommended deleting Administrative Policy A-05-35, Paint Color, Identification, and Sale of Department Equipment because the language is contained in the Maintenance Manual.

Without objection, the Board concurred with deleting A-05-35.

DESA Rindlisbacher recommended deleting Administrative Policy A-12-07, State Highway Speed Limits within City Jurisdictions. Recent legislation authorizes ITD to establish speed limits on state highways within city limits, so the

policy is obsolete.

Without objection, the Board concurred with deleting A-12-07.

Because Administrative Policy A-12-17, Work Area Traffic Control Certification was incorporated into 5530 Temporary Traffic Control and Temporary Traffic Control Certification, DESA Rindlisbacher recommended deleting it.

Without objection, the Board concurred with deleting A-12-17.

DESA Rindlisbacher said the language in Administrative Policy A-16-01, Division of Highways' Product Review Committee, is contained in a manual, so he recommended deleting it.

Without objection, the Board concurred with deleting Administrative Policy A-16-01.

CAO McArthur does not believe Administrative Policy A-06-04, Headquarters Office Space and Furnishings is needed, so recommended deleting it.

Without objection the Board concurred with deleting Administrative Policy A-06-04.

New Business. Vice Chairman Coleman announced that the Department received a TIGER (Transportation Investments Generating Economic Recovery) grant for the US-95, Worley North, Stage 2 project.

DESA Rindlisbacher elaborated on the \$7.4 million award. A 20% match of \$1.85 million is required. Staff will identify the source of the state match. The project will expand the highway to three lanes through Worley and construct curb and gutter. An environmental re-evaluation is required, plus the cost estimates need to be updated and staff needs to ensure the Americans with Disabilities Act requirements are met. He believes the project will be ready to advertise by October 2015.

Vice Chairman Coleman expressed appreciation for the Coeur d'Alene Tribe's partnership on this project.

Vice Chairman Coleman made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-42 to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, it is the intent of the Department to complete the US-95 upgrade to address the remaining substandard and unsafe 2.75 mile section through the city of Worley, Idaho; and

WHEREAS, the U.S. Department of Transportation made possible an award to the Idaho Transportation Department of \$7.4 million in way of the TIGER grant; and

WHEREAS, the TIGER grant would not have been possible without continued efforts of the District 1 staff in pursuing funding for the US-95 corridor; and

WHEREAS, District 1 and Headquarters staff will develop a plan to fund the state match required for the TIGER grant in the amount of \$1.85 million in the FY15 budget.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of the US-95, Worley North, Stage 2 project to FY15 of the approved FY14-18 ITIP for a total cost of \$9.25 million.

LHTAC applied for and received an FHWA State Transportation Innovation Council (STIC) Incentive Program award of \$100,000, according to DESA Rindlisbacher. A 20% match is required. The STIC incentive is for development of design standards for Geosynthetic Reinforced Soil-Integrated Bridge System technology, which will be used on a Jerome Highway District bridge replacement project. The structure is similar to hundreds of existing bridge crossings in Idaho that are over canals and need to be replaced due to structural deficiencies or functional obsolescence. These design plans will be used as standard examples for other low-volume locally-owned short-span bridge projects throughout the state.

Member Gagner made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO.        WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-43        to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation  
                         Investment Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the Local Highway Technical Assistance Council (LHTAC) received \$100,000 from the Federal Highway Administration State Transportation Innovation Council Incentive Program; and

WHEREAS, LHTAC will utilize the Geosynthetic Reinforced Soil-Integrated Bridge System technology to develop design standards for low-volume bridge projects across the state.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of Local, Bridge Design Standard for \$125,000 (\$100,000 federal aid plus \$25,000 local match) to the FY14-FY18 Statewide Transportation Improvement Program.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:10 PM.

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signed  
JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
October 15, 2014  
Boise, Idaho